

Business Reply Mail

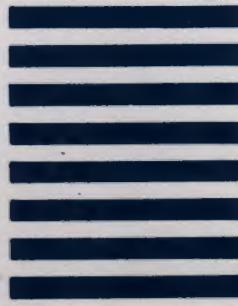
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ATC WEST, INC.

11711 West 53rd St.
Shawnee, KS 66203



ATC-west has been representing Analog Training Computers for over 10 years. And, as a professional pilot, my involvement and understanding of your business has been going on even longer. Being the most experienced ATC full line dealer has given me the privilege of assisting dozens of operators throughout the U.S. with their simulator purchases and applications. I can promise you the follow-up service that will allow you to purchase this equipment with confidence.

James G. Neighbor
Comm, Inst, CFAI & II, ME, FE, AGI and IGI
President,
ATC-WEST, Inc.

If you would like additional information about any ATC's products, please complete the adjacent card and return it to me. I will be contacting you shortly.

ATTENTION: General Manager

11711 West 53rd St., Shawnee Mission, KS 66203
ATC WEST, INC.

ATC-BII

Twin Engine CPT/IFR Flight Simulator

ATC™ ANALOG TRAINING COMPUTERS



Simulator Training and the Part 135 Operator

Simulation makes sense.

And for Part 135 operators, the obvious ATC-810 advantages come to mind:

- **Operating/fuel/maintenance cost savings**
- **High performance at a surprisingly low price**
- **"Realism True to Flight"™**
- **No-risk emergency procedures training**
- **Convenient and easy to use**

But — will the ATC-810 fulfill your training needs? See for yourself:

Maneuvers and Procedures	Training Capabilities	Aircraft	ATC-810
Checklist			
Preflight check	yes	yes	
Before starting engine check	yes	yes	
Engine Start			
1. Normal	yes	yes	
2. Hot	yes	yes	
3. Flooded	yes	yes	
Before taxi check	yes	yes	
Taxiling	yes	yes	
Engine runup	yes	yes	
Before takeoff check	yes	yes	
Takeoff and climb checks	yes	yes	
Cruise check	yes	yes	
Descent and landing checks	yes	yes	
Turns			
Cruise power (20° bank max.)	yes	yes	
Reduced power (15° & 45° bank)	yes	yes	
Reduced power (45° & 60° bank)	yes	yes	
Gear & flaps down (20° bank)	yes	yes	
Steep turns (at least one turn in each direction involving a bank of 45° and of 360° duration)	yes	yes	
Takeoffs			
Normal	yes	yes	
Crosswind	yes	yes	
Instrument, crosswind	yes	yes	

Maneuvers and Procedures	Training Capabilities	Aircraft	ATC-810
Emergency Procedures			
Fire in flight	yes	yes	
Smoke control	yes	yes	
Emergency descent	yes	yes	
Engine failure, identifying, feathering and securing	yes	yes	
Air start (unfeathering procedure)	yes	yes	
Gyro pressure malfunction	no	yes	
Fuel boost problems	no	yes	
Asymmetrical flaps	no	yes	
Wing icing	no	yes	
Pilot head icing	no	yes	
Oil pressure problems	no	yes	
Cylinder head temperature problems	no	yes	
Prop sync problems (over & under speed)	no	yes	
Fuel flow interruptions	no	yes	
Rough air procedures	no	yes	
Instrument Procedures			
Instrument takeoff	yes	yes	
Area departures & arrivals	yes	yes	
Holding	yes	yes	
Enroute navigation	yes	yes	
Diversion to alternate airports	yes	yes	
Approaches			
Normal ILS	yes	yes	
Single-engine ILS	no	yes	
VOR approach	yes	yes	
Single-engine VOR	no	yes	
ADF approach	yes	yes	
Single-engine ADF	no	yes	
Backcourse approach	yes	yes	
Single-engine backcourse	no	yes	
SDF approach	yes	yes	
Single-engine SDF	no	yes	
Missed approach	yes	yes	
Single-engine missed approach	no	yes	
DME ARC	yes	yes	
Radio Navigation and Communication Procedures			
	yes	yes	

Maneuvers and Procedures	Training Capabilities	Aircraft	ATC-810
Normal & Abnormal Procedures			
Stall warning, stall avoidance devices	yes	yes	
Hydraulic & electrical systems failures	yes	yes	
Landing gear & flap systems failures	yes	yes	
Airborne nav./comm equipment failures	yes	yes	
Flight Maneuvers			
Slow flight (w/wo takeoff flaps)	yes	yes	
Approach to stalls	yes	yes	
Stalls (clean, approach flaps, full flaps)	yes	yes	
Simulated normal descent approach and go around	yes	yes	
Engine shutdown & air start	yes	yes	
Single engine approach and landing	yes	yes	
Engine failure at takeoff	yes	yes	
Pitch control with trim only	yes	yes	
Roll control with trim only	yes	yes	
Yaw control with trim only	yes	yes	
Single Engine Emergencies			
1. At a point after V_1 , and before V_2	no	yes	
2. At a point after V_1 , when V_R , and V_2 are identical	no	yes	
3. Before reaching 200' AGL	no	yes	
4. Rejected takeoff	yes	yes	
Specific Flight Characteristics			
	yes	yes	
Fuel Management Procedures			
	yes	yes	
Approaches			
Normal	yes	yes	
Crosswind	yes	yes	
Engine-out	yes	yes	
Rejected (missed approach)	yes	yes	
Single engine missed approach	no	yes	
Landings			
Normal	yes	yes	
Crosswind	yes	yes	
Engine-out	yes	yes	
Rejected	yes	yes	

ATC-810 Twin Engine Flight Simulator. ATC-WEST knows it best.

Simulation does make sense.

Send me more information on the ATC-810 Twin Engine CPT/IFR Flight Simulator
 Have an ATC-WEST representative call to advise me of the best way to obtain FAA approvals for a pilot program that incorporates an ATC-810.

Name _____ Title _____
 Company _____
 Address _____ City _____
 State _____ Zip _____
 Tele. # () _____

Part 135 Operators, Please Note:

ATC-WEST WILL ADVISE YOU OF THE BEST WAY TO OBTAIN NECESSARY FAA APPROVALS FOR YOUR TRAINING PROGRAM WHICH INCORPORATES AN ATC-810.

We provide you with our Approval Test Guide for the 810 and show you how to use it to the best advantage in your existing training program.

For more information on how the ATC-810 can improve the effectiveness of your training program while it reduces your training costs. Call or write ATC-WEST:

ATC-WEST, INC.

11711 W. 53rd St., Shawnee Mission, KS, 66203

913/268-9051